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To: ["Richard Franklin \(Franklin.Richard@epa.gov\)" <Franklin.Richard@epa.gov>](mailto:Franklin.Richard@epa.gov)
Date: 2/19/2019 8:42:06 AM
Subject: FW: Safety concerns - requesting agency admin-level coordination - Lindsey Lake Tanker Truck Spill (OERS 2019-0334; I-84, MP 54)

fyi

Matt Magorrian

-----Original Message-----

From: COLLINS Jamie <Jamie.Collins@state.or.us>
Sent: February 19, 2019 08:18
To: ANDERSON David <David.ANDERSON@state.or.us>; HAYES-GORMAN Linda <Linda.HAYES-GORMAN@state.or.us>; EMER Lydia <Lydia.EMER@state.or.us>; ZOLLITSCH Michael <Michael.J.ZOLLITSCH@state.or.us>
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Subject: Safety concerns - requesting agency admin-level coordination - Lindsey Lake Tanker Truck Spill (OERS 2019-0334; I-84, MP 54)

Good morning all:

Wanted to update you on two safety issues here at the site in Cascade Locks, one requiring possible assistance.

1. Safety incident: We had a contractor from NWFF slip and fall last night on icy, diesel contaminated snow, leading to a fractured rib. He is okay and recovering this morning at the hotel room. We have a robust site safety plan in place, but we are re-evaluating the plan this morning to see if we need to implement additional engineering or administrative/PPE controls. This will be especially important because operations will reach a higher level of complexity for the next few days.

2. Highway safety: We now have workers on both sides of the highway, and a lane is closed in each direction. We have soft closures -- cones, not jersey barriers. In addition, the eastbound lanes remain very slick due to diesel fuel spreading over the roadway. The site sits on a curve in the highway, right along the Columbia River in the Gorge, with no real shoulder on either side. There is very little escape room outside of the guardrails. As a reminder, this is an interstate highway, with all of the commercial traffic volume and speed that comes with it. We have ample signage and message boards in place to alert motorists to the work going on -- with more on the way -- but the EPA FOSC and I (and, of course, our operators on scene) have both observed the conditions out there. People are not slowing down. The one thing that has been slowing folks down is the presence of a trooper with lights on. Charlie Schwarz, our ODOT liaison here at the ICP, has made some great headway with OSP and they will have a trooper on scene for part of the day today. However, OSP has stated they do not have the resources to keep a trooper here all day -- unless we can find a way to fund overtime directly. This is the top priority for the UC here today and we are request assistance to find a funding mechanism and make the appropriate arrangements with OSP.

Thanks from Cascade Locks.

Jamie

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